

R60 Countryman | Paceman 2" (50mm) Lift Kit - Installation Guide

M7 Speed engineers and manufactures the highest quality MINI Cooper performance products and accessories available on planet Earth! Please read these instructions completely BEFORE attempting to install this product.

Kit Includes:

- Qty-(2) M7 Front Riser Blocks with studs installed-p/n 96-1082
- Qty-(2) M7 Rear Riser Blocks-p/n 96-1081
- Qty-(1) Installation Kit p/n 90-1046
 - Qty-(4) M10-1.0 x 60 mm Ig. Hex Head Flanged Bolts (for rear)
 - Qty-(6) M8-1.25 Flange Lock Nuts (for front)

NOTE: The front and rear lift blocks are designed to be different thicknesses. When installed your vehicle will be equally lifted 2" (50mm) front and rear.

We recommend a set of shorter MAXX-G HD Adjustable Front Sway Bar Links (PN 10-510400) be installed at the same time you are adding this lift kit. It will eliminate any chance of the front anti-roll bar and front suspension from binding and help ease reassembly of the vehicle.

TOOLS NEEDED:

- R60 Service Manual with a detailed suspension repair section
- Coil spring compressor tools
- Complete metric wrench & 3/8" drive metric socket set
- 1/2" drive 18MM, 20MM, 22MM socket and breaker bar
- T30 TORX socket
- 1/2" drive torque wrench



Figure 1

⚠ CAUTION:

WHEN WORKING UNDER YOUR CAR ALWAYS USE THE RIGHT EQUIPMENT FOR THE JOB. DON'T BE TEMPTED TO TAKE SHORT CUTS OR USE INAPPROPRIATE ITEMS. NEVER WORK UNDERNEATH A VEHICLE THAT IS ONLY SUPPORTED BY A JACK. THIS MAY CAUSE SEVERE INJURY AND EVEN DEATH.

⚠ CAUTION:

SUPPORT YOUR CAR BY USING STABLE AND QUALITY AXLE STANDS THAT ARE IN GOOD CONDITION AND PROPERLY RATED FOR YOUR VEHICLE'S WEIGHT. THIS INSTALLATION IS BEST ACCOMPLISHED USING AN AUTOMOTIVE SERVICE LIFT.

FRONT INSTALLATION:

- 1) Remove wheels from the car.
- 2) Disconnect BOTH RH & LH sway bar links. This is necessary for the suspension to go into full droop.
- 3) Remove the front strut assemblies per the service manual instructions.
 - a) Removal of the spring off the strut is not necessary
- 4) Remove the plastic index pin from the strut plate.
- 5) Install the M7 front lift block onto the top of the strut plate. Fasten it using (3) supplied M8 Locking Flanged Hex Nuts and tighten.
- 6) Reinstall the strut back into place following the service manual instructions. Torque all fasteners to factory specifications
 - a) Use the factory nuts on the top studs when fastening the top of the strut lift block to the tower.
- 7) Verify the spring is indexed properly on the top and bottom spring seats-BOTH SIDES. See Figure #2

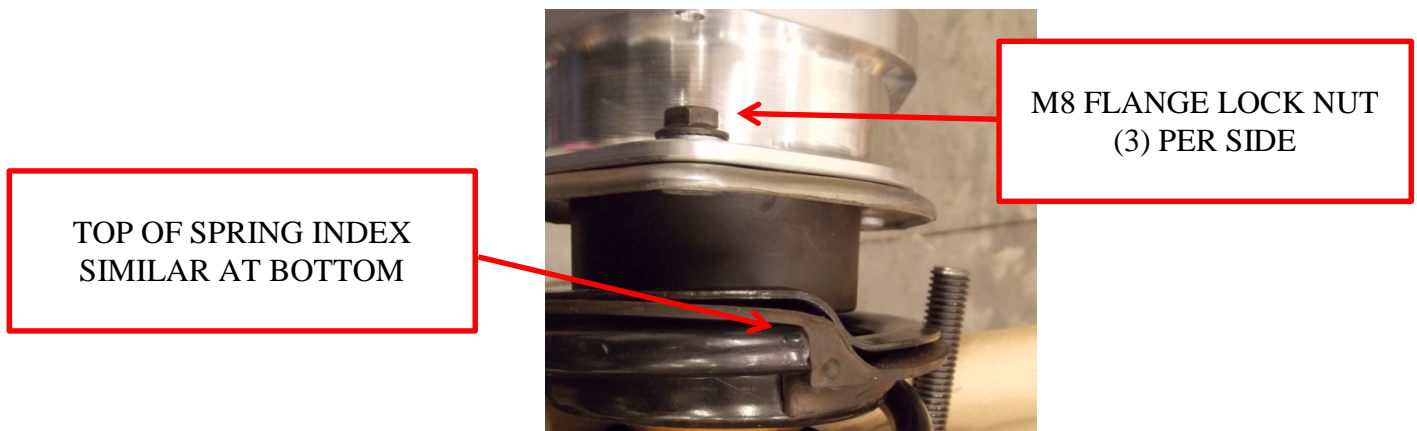


Figure 2

REAR INSTALLATION:

- 1) Remove wheels from the car.
- 2) Disconnect BOTH RH & LH sway bar links. This is necessary for the suspension to go into full droop.
- 3) Remove the rear coil-over-shock assemblies per the service manual instructions.
 - a) Removal of the spring off the shock is not necessary.
- 4) Remove ring gasket from the top plate.
- 5) Place the M7 rear lift block onto the top of the spring-over-shock assembly.
- 6) Using (2) supplied M10x60mm long bolts per side fasten the top of the spring-over-shock unit onto the car. Do not install the ring gasket removed in step 4.
- 7) Reinstall the spring-over-shock assembly back into place following the service manual instructions. Torque all fasteners to factory specifications
NOTE: The spring must be compressed a minimum of 50% to get the assembly back into place. Once the top bolts are installed align the bottom bolt with the lower swing arm by compressing the shock using an upward push from the bottom.
- 8) Verify the spring is indexed properly on the top and bottom spring seats-BOTH SIDES.
- 9) Reinstall the rear sway bar links. Torque all fasteners to factory specifications.



YOUR MINI IS NOW 2" HIGHER THAN THE FACTORY RIDE HEIGHT. THIS GIVES YOU ADDED CLEARANCE WHEN USING YOUR CAR FOR OFF-ROAD AND ALL-TERRAIN SITUATIONS. IT ALSO MEANS YOUR MINI'S CENTER OF GRAVITY IS 2" HIGHER. CORNERING AND HANDLING WILL BE ADVERSELY AFFECTED AND ROLL-OVER SITUATIONS MAY OCCUR. BE CAREFUL TO SLOWLY GET RE-ACCUSTOMED WITH YOUR CAR'S HANDLING AND ROAD BEHAVIOR CHARACTERISTICS.

M7 OFFERS A NUMBER OF LARGER REAR ANTI ROLL BARS TO HELP COMBAT THE EXCESSIVE ROLL. UR WEB SITE TO ORDER.

AFTER INSTALLATION OF THIS KIT AND YOUR FINAL TIRES & WHEELS ARE INSTALLED A COMPLETE 4 WHEEL ALIGNMENT IS HIGHLY RECOMMENDED.

Enjoy the Ride and stay **M7 Tuned**.....



MAXX-G Rear Anti Roll Bar

2011-2016 R60 Countryman & R61 Pacemen

Part # 60-520119, 60-520222, 60-520325

Installation Guide

M7 Speed engineers and manufactures the highest quality MINI accessories and performance parts available anywhere on the planet! Please inspect your parts when you receive them to verify everything is included and no damage has happened during shipment. Read these instructions completely BEFORE attempting to install this product.

This installation is classified as a MODERATE to HIGH skill level task.



CAUTION:

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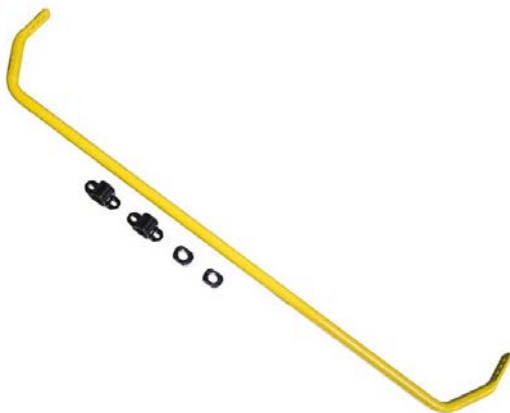


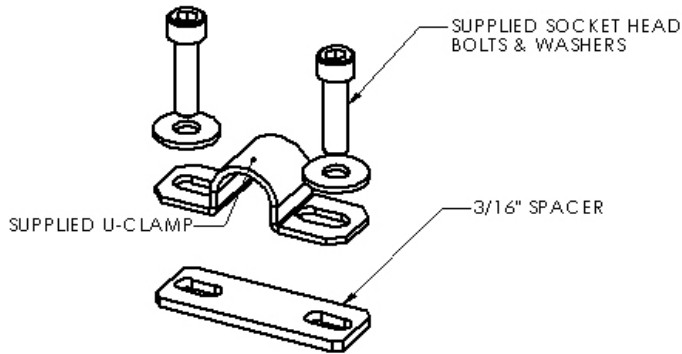
Figure 2: MAXX-G RARB w/Bushings



Figure 1: Supplied Hardware Kit

INSTALLATION OUTLINE:

1. Remove the factory rear anti-roll bar (RARB) per manufacturer's instructions.
 - a. [note: this entails lowering the rear cross member a minimum of 2"]
2. Place new MAXX-G rear anti-roll bar into its approximate operational location.
3. Remount rear cross member and associated parts per manufacturer's instructions. Do not connect RARB links or mounting bushings at this time.
4. On each side place one supplied black urethane bushing and u-bracket around the antiroll bar at its approximate mounting location.
5. Place the supplied split locking collars around antiroll bar at the inside of each bushing.
 - a. Thread bolts into collar. Do not tighten.
6. Roughly center the antiroll bar with the center of the car.
7. Once the bar is centered coat the inside of the bushing & outside of the antiroll bar interface (where the bar and bushing will run together) with a liberal amount of the supplied white silicone grease.



8. Place one 3/16" spacer between antiroll bar u-bracket and vehicle's frame mounting point.

9. Install supplied bolts and washers and torque the u-clamps to 30-ft-lbs (41 n-m)

Figure 3: RARB Clamp Assembly

FINALIZE REAR ANTI-ROLL BAR LOCATION

10. Using a straight edge measure from the outside face of each brake rotor to the flat face of each end link adjusting point on the rear anti-roll bar.
11. Position the rear ant-roll bar so the left side and right side measurements are within 1/16" of each other. [approximately 3 1/8"]
12. Slide locking collars so they contact the inside edge of each left hand and right hand urethane bushing.
13. Tighten the split collar screws to hold the antiroll bar from sliding off center.
14. Connect links to the anti-roll bar and tighten to specifications.
15. Finalize the installation by reversing the disassembly process from this point
16. Safety check each bolt that was removed and installed for proper tightness.



Measure from outside face of rear brake rotor to this face each side



Wheel & Tire Size Recommendations

M7 Speed 2" [25mm] Lift for 2011-2016 R60 MINI Cooper Countryman & R61 Paceman

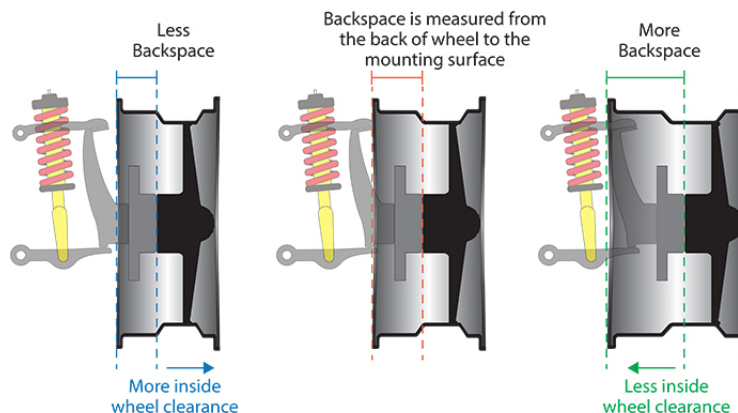
No modification to fender or wheel arch trim

- Based on in-house testing and feedback from customers
- Tire MAX diameter = 28.5"
- Known sizes that have worked
 - 245/45R19
 - 225/65R17
 - 235/65R17
 - 235/60/17
 - 245/60R17
- Standard wheel offset/backspacing
- OPTIONAL: 10mm decrease in backspacing
- OPTIONAL: Add 10mm-15mm wheel spacers (NOTE: requires longer wheel bolts!)
- Wheel width per tire manufacturer recommendations
- Depending on wheel choice and diameter it may be necessary to add 12mm-15mm wheel spaces on the rear to clear 22mm & 25mm rear anti-roll bars. Use only "HUB CENTRIC" wheel spaces. We recommend these available from ECS Tuning;

Modified wheel arch trim

Trimming is known to be required to plastic wheel arch trim at leading and trailing edge for adequate tire clearance

- Tire diameter = 30.00" +/-
- 15-25mm decrease in backspacing from stock for tire to clear front spring/strut assembly
- OPTIONAL: 15-25mm wheel spacers (NOTE: Requires longer wheel bolts!)



This document is for informational purposes only. M7 Speed does not warranty or guaranty the accuracy of the information. It is the responsibility of the end user to verify proper tire selection and fitment for their application and vehicle.